

## **5.0 APPENDICES**


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- C. Letter to San Mateo County Supervisor Richard Gordon from the  
Midcoast Community Council –  
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- F. Pacifica's Future Trail Proposal
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California Home

Wednesday, March 5, 2003

Welcome to California



California




☐ My CA ☐ This Site

Route 87 Project Between Coleman Avenue and Route 101 in San Jose

California Department of Transportation

Governor Gray Davis

Business, Housing & Transportation Agency




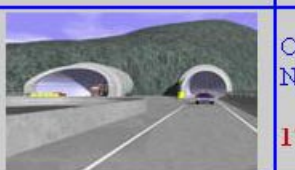

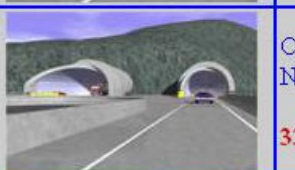



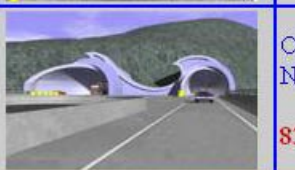
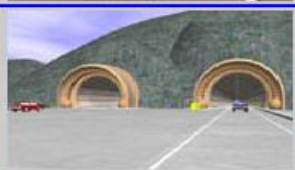

Devil's Slide Animation

Survey voting ended, December 5, 2002

Caltrans > District 4 > Devil's Slide Home Page > Devil's Slide Survey

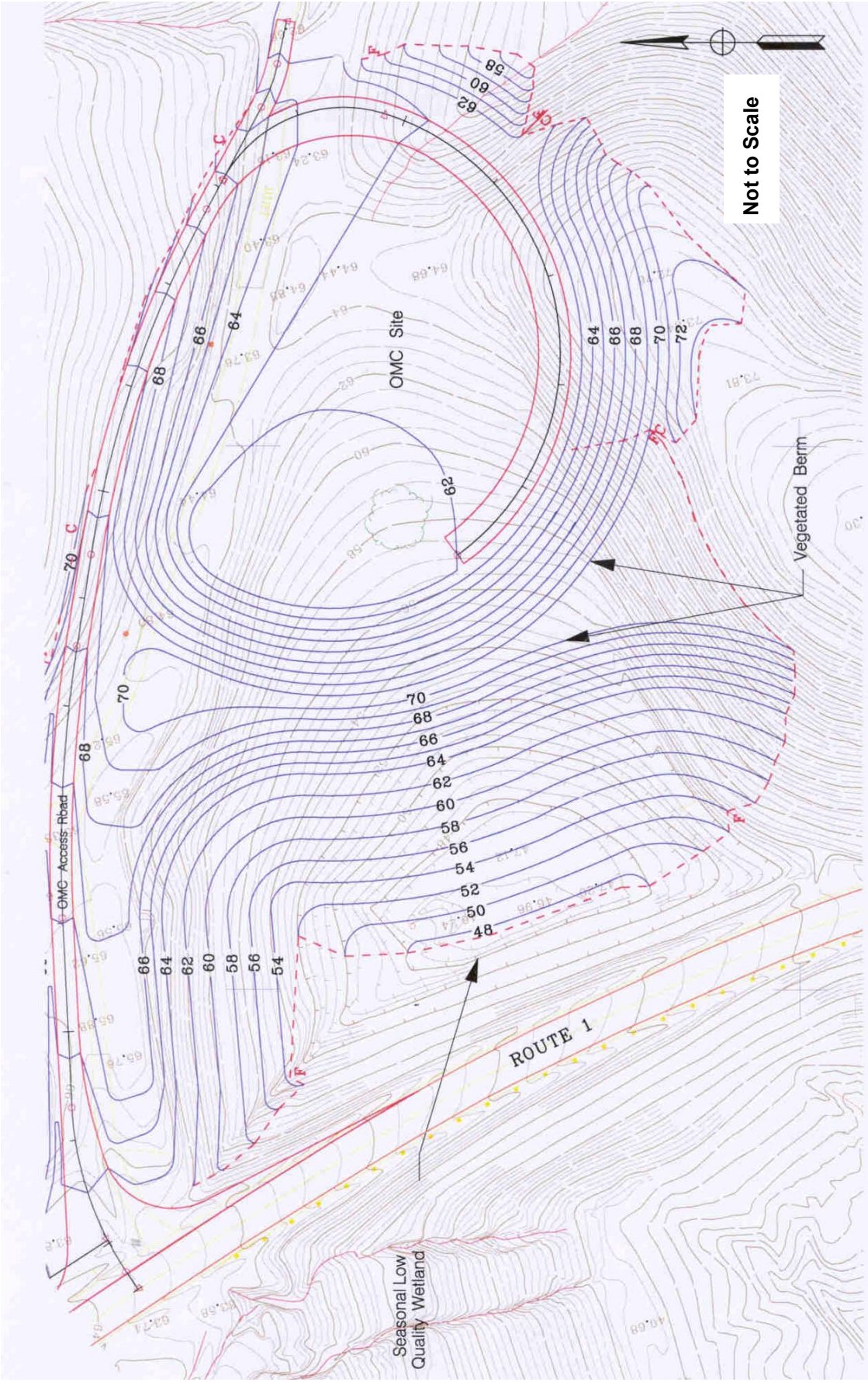
## Devil's Slide Tunnels

### Phase II - Portal Alternatives & Survey

SOUTH PORTAL OPTIONS		NORTH PORTAL OPTIONS	
	OPTION SP-A 236 Votes		OPTION NP-A 172 Votes
	OPTION SP-B 327 Votes		OPTION NP-B 336 Votes
	OPTION SP-C 66 Votes		OPTION NP-C 473 Votes
	OPTION SP-D 327 Votes		OPTION NP-D 830 Votes!
	OPTION SP-E 902 Votes!		OPTION NP-E 148 Votes



Appendix B: OMC Site Contour Grading





**Appendix C: Letter to San Mateo County Supervisor Richard Gordon  
From the Midcoast Community Council –  
MCC Position on Fill Disposal Area for Devil's Slide Tunnels Project**

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**MidCoast Community Council**

An elected Municipal Advisory Council to the San Mateo County Board of Supervisors

*Serving 12,000 coastal residents*

Post Office Box 64, Moss Beach, CA 94038-0064

Office Fax: (650) 728-2129

February 27, 2003

Via Email & Fax: 1 Page

To: Supervisor Rich Gordon  
400 County Center  
Redwood City, CA 94063

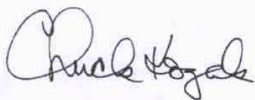
cc: Karen Yap, HTNB - [KYap@hntb.com](mailto:KYap@hntb.com)  
Skip Sowko, Caltrans - [skip.sowko@dot.ca.gov](mailto:skip.sowko@dot.ca.gov)  
Jim Vreeland, Pacifica City Council - [jimvreeland@earthlink.net](mailto:jimvreeland@earthlink.net)  
Julie Lancelle, Pacifica City Council - [Julielan@pacbell.net](mailto:Julielan@pacbell.net)  
Francis Mensah, Caltrans - [francis\\_mensah@dot.ca.gov](mailto:francis_mensah@dot.ca.gov)  
Bijan Ahmadzadeh, Caltrans - [Bijan\\_Ahmadzadeh@dot.ca.gov](mailto:Bijan_Ahmadzadeh@dot.ca.gov)  
MidCoast Community Council - [mcc@sanmateo.org](mailto:mcc@sanmateo.org)

Dear Supervisor Gordon,

At our regular meeting of February 26, 2003, the MidCoast Community Council voted 5-1 (with 1 abstaining) to request that the excavation from the Devil's Slide Tunnels project be prohibited from being used in the currently designated fill disposal site on the south side of San Pedro Mountain (north side of Green Valley) and that this position be reflected in any future reports on the project.

We thank you for your careful consideration of our recommendations. If you have any questions on this matter, please contact either me at the number(s) below.

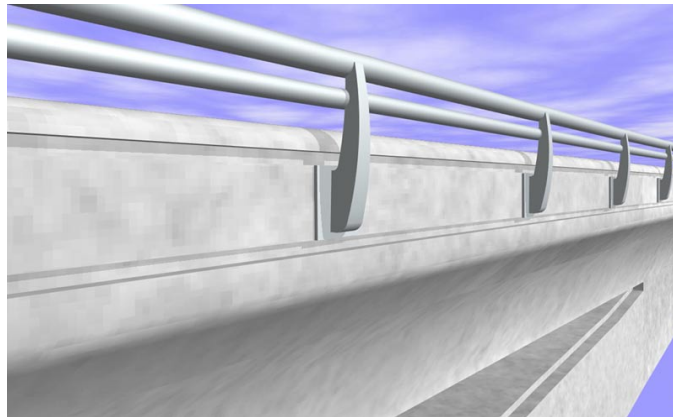
Sincerely,  
For the MidCoast Community Council



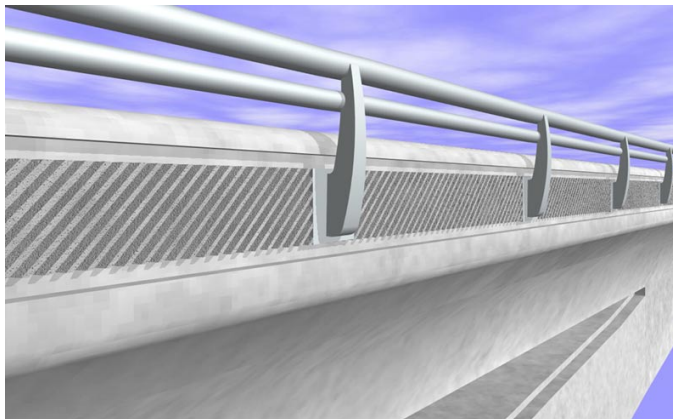
Chuck Kozak  
Member, MidCoast Community Council  
650 996-8998 or 650-728-8239

## **Appendix D: Bridge Vehicle Barrier with Textured Pattern Options**

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**(a) Solid Design**



**(b) Rib Textured Design**



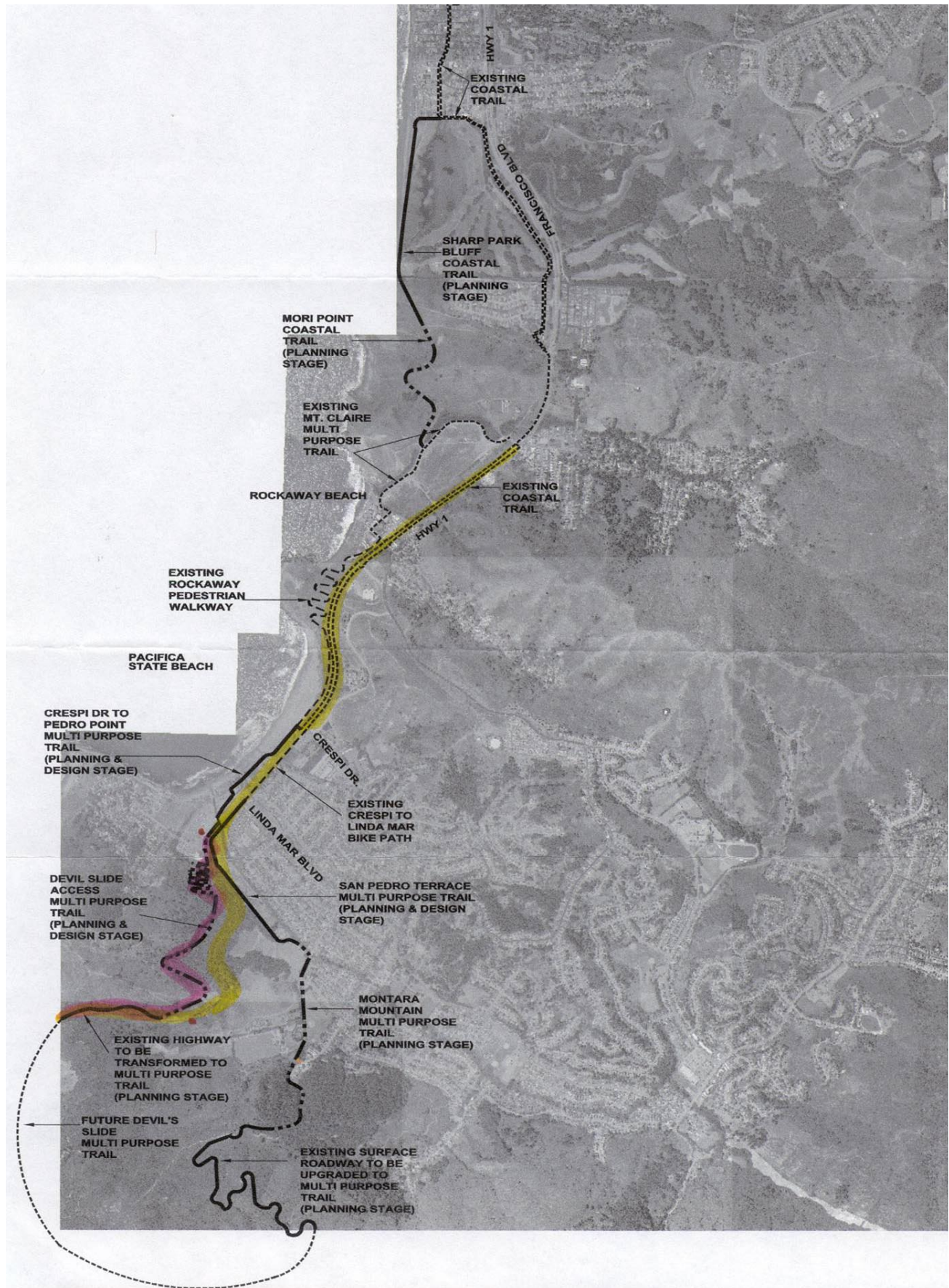
**(c) Wave and Rib Textured Design**



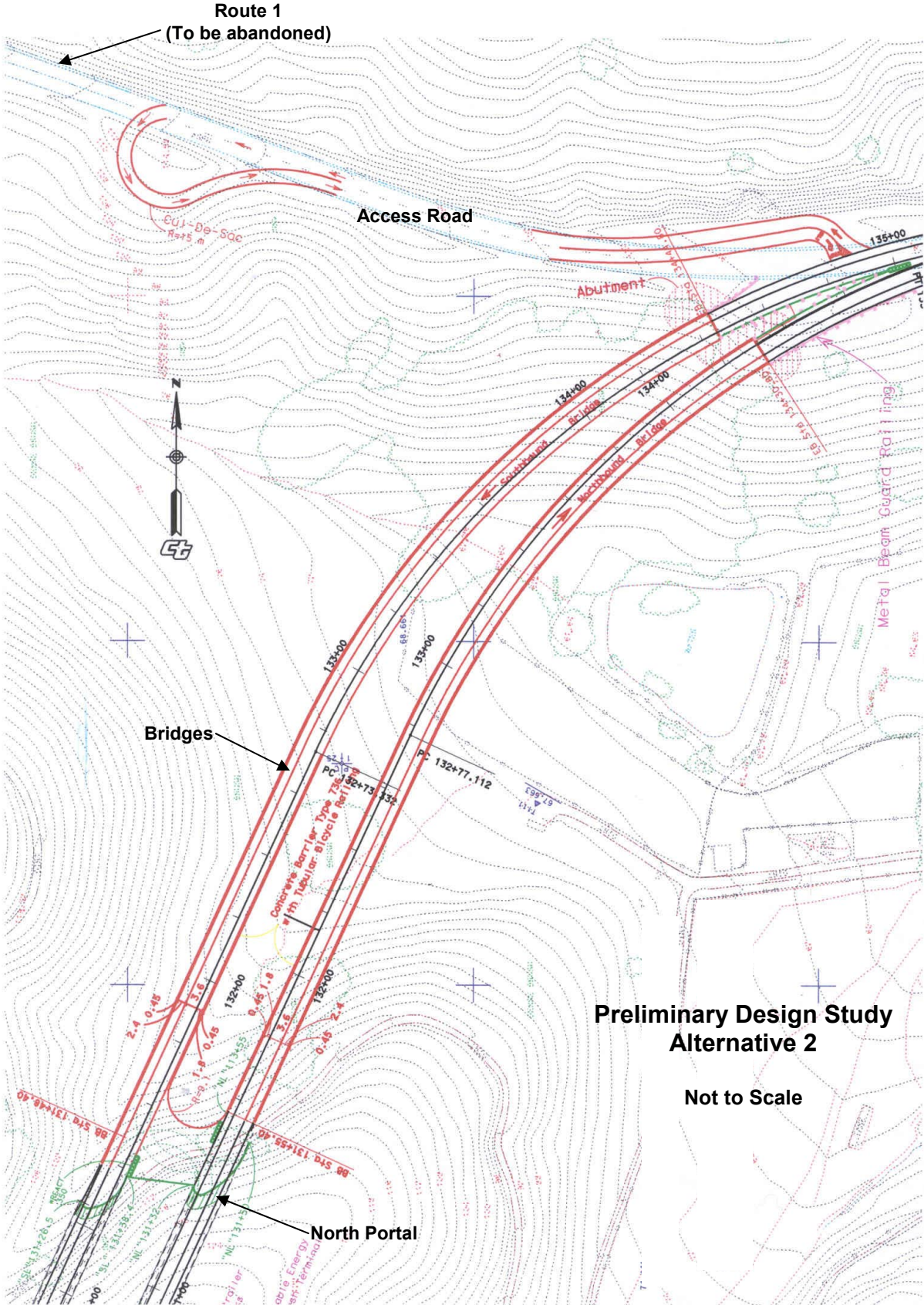




## Appendix F: Pacifica City's Future Trail Proposal

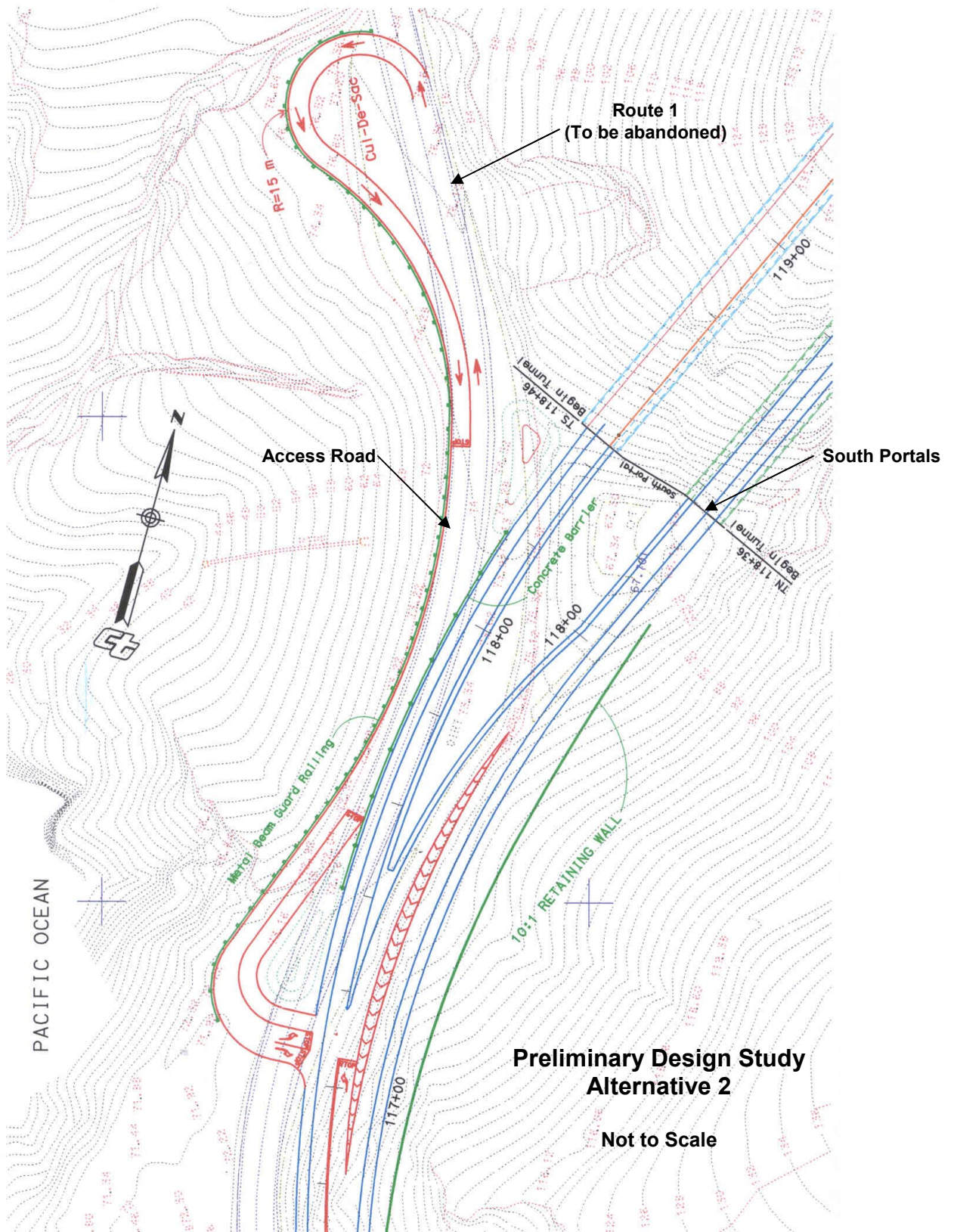








## Appendix H: Southern Access Road near the Future Abandoned Highway





## Shamrock Ranch

Kennels & Stables

March 4, 2003

Devil's Slide Tunnels Project  
Aesthetics Committee  
C/o Karen Yap  
HNTB  
By FAX 510 208-4595

Re: COMMENTS ON AESTHETICS COMMITTEE REPORT

Dear Members of the Committee:

I am writing with several concerns that I hope will be addressed during the design and construction of the Tunnels and design and construction of the Public Access to the proposed trail on the existing Highway #1.

1. I am greatly concerned about the proposed Public Access and Parking at the North end of the project. As the landowner and person that lives along highway #1 I can tell you that there was a time when there was a chronic need for law enforcement at the turnout just above the Ranch and across the road and up a bit from the Pacifica Land Trust property. It was the scene of much drinking, bon fires, screaming and yelling, urinating over the embankment towards the Ranch, bottle throwing onto the Ranch and gunshots at all hours of the night.

I know that the Coastal Commission wants maximum Coastal Access. So it would seem incumbent on the recipient of this access to provide for a gate and fencing that can't be easily cut, climbed or bypassed and that the gate would be locked at sunset every day. I know that the City of Pacifica has suggested that they would be the party that will secure the gate daily. If another Pacifica City Council decided that it no longer wanted to be responsible for this task then the gate must be locked, for public safety and welfare, until another agency can be found to perform this task.

Not doing this would create a dark, isolated area for people to drink and party. It would also then turn those very same people out onto Highway #1 and through the Tunnels, possibly in an intoxicated state. I think this would be a reckless and



irresponsible action no matter what the mandate. Do we not also have a mandate for social welfare and a responsibility not to create a public nuisance and jeopardize public health and safety?

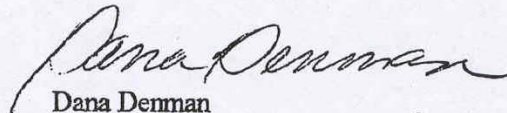
I think both concerns can be met with a guarantee that there will be an adequate gate locked at sunset with adequate fencing. This should commence on the very first day the parking is established. Who will be responsible for this must be defined from the onset. This is not an issue that can fall between the cracks or be forgotten – there is too much at stake.

2. It is important to me as a landowner adjoining the proposed parking and access trail that my property rights be respected. I think this can be accomplished in the following ways:
  - a. Strong fencing, gate, and signage should include fencing off access to my private land;
  - b. Public education as to where the public and private lands lie: with maps, promotional material and web based material. This should contain the advice not to trespass and state the criminal consequences of trespassing.
3. I would request that you take noise impacts on Shamrock Ranch into consideration in the design and implementation of the Bridge Barriers and Railings. I know that it has been stated that the Coastal Commission wants an open railing and I am requesting that this be accomplished with minimum noise intrusion onto the Ranch. I am also requesting that the design of the bridge railing be aesthetically pleasing from the land looking at the bridge and not just the bridge looking out onto the land. The railings that we saw during the committee meetings, where a taller barrier was added for bicycle safety, were not aesthetically pleasing. They looked like a pipe rail add-on and definitely an afterthought.

It is my understanding that the Ranch is also considered a Public Resource in the Coastal Zone and I think that it should be treated with the same respect and consideration that is given to the public areas.

I appreciate the opportunity to comment on these issues and would like to say that my concerns are not limited to these comments.

Respectfully,



Dana Denman

/dd

March 4, 2003

Devil's Slide Tunnel Aesthetics Committee  
c/o Karen Yap  
HNTB

Re: **PUBLIC ACCESS COMPONENT—DEVIL'S SLIDE TUNNEL**

**STRONG PREVENTIVE DESIGN MEASURES NEEDED TO PREVENT  
LAW ENFORCEMENT PROBLEMS DUE TO ILLEGAL AFTERHOURS  
USE**

Dear Ms. Yap and Committee Members:

Thank you for the opportunity to comment on the proposed Public Access Component of the Devil's Slide Tunnel project.

I am writing to alert the Committee, and particularly those members who represent jurisdictions which will have law enforcement responsibility for any public access facilities, of a potentially serious public safety issue concerning public access.

Any proposed parking facilities and any access to public trails, must be designed to prevent after hours use, or a chronic after hours use problem will result. This will require Pacifica and the County to divert law enforcement resources to respond to calls and to patrol the area, resources that may be scarce and much needed elsewhere.

Unfortunately, I have personal experience of this issue. I am the occupant of the residence closest to the proposed parking area. In the past, there was a small pull out area on the left side of Highway One as one approaches Devil's Slide. The area is directly above my home and Shamrock Ranch.

For literally years, this area was a nightly party spot for teenagers and others who have few private places to go in Pacifica. As a result, there was a chronic law enforcement problem. I personally had to call either the County Sheriff or the Pacifica Police Department frequently. Problems were typically drinking, partying, trespass, throwing beer bottles and trash over the hillside in to the Ranch, fires, and not infrequently, gun shots due to people deciding this was an uninhabited area ideal for illegal target practice.

I am not at all exaggerating when I say that on more than one occasion I had to lay flat on the floor in my bedroom while shots were fired down at the Ranch valley in fear that I or a member of my family would be hit.

This resulted in a need to call for law enforcement, which would promptly respond, break up the gathering, and resolve the issue for that day. It would reoccur shortly thereafter.



A large parking lot in this area is guaranteed be a much greater enforcement problem, wasting scarce law enforcement resources, unless it is carefully designed to avoid these problems in the first place.

This can be done with adequate design, fencing, gates, signage, and so forth.

**Mere cyclone fencing is completely inadequate**, as these were routinely cut during Devil's Slide closures, as CalTrans' staff well knows. Adequate design will have to include fencing that cannot be easily cut, and cannot be scaled or bypassed. The parking lot will have to have very secure gates that cannot be cut or opened after dusk. I can assure you from sad experience that where there is a will there is a way, unless proper design addresses this issue squarely.

Public access and the safety of the public and adjacent residents are NOT incompatible. Both can exist, provided this issue is anticipated in the design phase and preventive design measures are an integral part of the Public Access Component. These techniques can be effective, but must be addressed seriously.

If this issue is overlooked, it will result in the resumption of this problem on a much greater scale, at a time when law enforcement resources are very strained.

Please insure that the design team is directed to develop strong preventive measures to avoid this problem resurfacing.

Thank you very much for considering my comments. I am a strong supporter of the Tunnel Project, but needed to make the Committee aware of the unfortunate history of after hour use and abuse of this sensitive area.

Please consider my comments and **include a strong recommendation for strong preventive measures to prevent after-hours use in your design recommendations.**

Thank you for your attention.

Very truly yours,

Susan Schectman  
106 Shamrock Ranch  
Pacifica, CA 94044  
(650) 355-9235